



# The China Mail.

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ADVISORY BOARD: HONGKONG.

Sir Paul Clater, K.C., Chairman.

T. F. Hough, Esq.—C. J. Lafrentz, Esq.,  
Hongkong, November 16 1909. 1424.

### IN THE COURTS.

Before Mr Justice Gompertz, at the Supreme Court this morning, Fung Tai alias Fung Tai Kee sued the Yuen Yuen firm to recover \$348.45 being \$238.45 balance due under a building contract and \$90 amount due for extra work done. Plaintiff appeared in person and Mr Sik Yau Ho defended. Evidence was called and his Lordship gave judgment for defendant.

A contractor living in A Chong Lane was out collecting accounts when it became known to the police that two men were lying in wait to rob him. The chief Chinese Detective and a number of others went and arrested the two men when two new gags and two daggers, nicely sharpened, were found in their possession. When they appeared at the Magistracy a fine of \$100 or three months imprisonment was imposed for being in possession of arms for unlawful purposes.

A tailor of No. 38 Stanley Street called upon Mrs Alexander of Kowloon Docks to collect an account and on the floor of the room into which he was shown was a gold bangle belonging to a little girl. Mrs Alexander had occasion to leave the room and after the interview when she returned she missed the bangle. However she immediately informed Inspector O'Sullivan who proceeded to the shop of defendant where he found the bangle in his pocket of his jacket which was hanging up on the wall. He denied that he had stolen the bangle and said that he saw it lying on the floor and he did not think it belonged to anyone so he picked it up. Inspector O'Sullivan informed his worship that defendant had been convicted previously for stealing money from Mrs Sucke of Kingsclere under similar circumstances. His worship sentenced prisoner, who is the master of the shop, to six months imprisonment and four hours' stocks.

M. Taddeoli, while monopolizing at Lausanne, was caught in a gale at a height of 2,000 ft. His machine turned a somersault twice, and Taddeoli who was hanging to it, dropped when it was sweeping along within 10 ft of the earth and he alighted unscathed. The machine was wrecked a few yards beyond the place where the airman reached the ground.

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**ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.**  
Also complete pneumatic Riveting Plant.

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CHAM (Switzerland) AND LONDON.

**MILKMAID BRAND**  
Full Cream Milk.

**LARGEST SALE**  
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A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



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ARMY BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED  
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Prices:—Including Freight, Duty and Delivery to any address in the United Kingdom.  
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Safe Remedies for Allaying the Irritation.

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14, DES VŒUX ROAD CENTRAL.  
Hongkong, July 20, 1910. 369

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MODERATE TERMS AND NO EXTRAS.  
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PHONE 482.

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Managing Proprietor.

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8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 2.45 p.m. Every 15 minutes.  
2.45 p.m. to 3.15 p.m. Every 10 minutes.  
3.15 p.m. to 3.45 p.m. Every 15 minutes.

## NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

## SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12 Noon Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.

## T CARS as on Week Days.

## SATURDAYS.

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SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.

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General Managers.

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HAS ALWAYS ON HAND  
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CURIOS, PORCELAIN, JADESTONE  
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ROAD CENTRAL.  
Hongkong, October 13, 1910.

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1. Government and Municipal Guarantees for the ultimate repayment of principal, at least at par.  
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FLATS in NATHAN ROAD, Kowloon.  
FOUR-ROOMED HOUSES newly  
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Cheap Rental.  
New and Commodious SHOPS, NATHAN  
ROAD, Kowloon. Immediate possession.  
Cheap Rental.  
Apply to  
HUMPHREYS' ESTATE & FINANCE  
Co., Ltd.  
Hongkong, March 23, 1909. 408

TO LET.  
GODOWNS, 95 & 96, PRATA EAST.  
Apply  
CHATER & MODY.  
Hongkong, December 6, 1910. 1474

TO LET.  
HOUSE to let in KNOTSFORD TER-  
RACE, Kowloon.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.  
Hongkong, July 15, 1911. 790

TO LET.  
GODOWN No. 4, NEW PRATA,  
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THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.  
Hongkong, July 1, 1911. 1052

TO LET.  
HOUSE No. 9, WONG-NEICHONG  
ROAD.  
Apply to  
KING YUEN HING.  
64, Bonham Strand West.  
Hongkong, May 15, 1911. 650

TO LET.  
FIRST FLOOR of No. 4, Des Vœux  
ROAD CENTRAL.  
GODOWNS in MARSON LANE good for  
storage of Wines and other articles. Rent  
moderate.  
Apply to  
DAVID SASSOON & Co., Ltd.  
Hongkong, April 22, 1911. 558

TO LET.  
GODOWN No. 5A, DUDELL  
STREET.  
Apply to  
THE HONGKONG LAND INVEST-  
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Hongkong, July 1, 1911. 709

TO LET.  
NO. 2A, D'AGUIAR STREET, suitable  
for godown, etc., occupied by  
Vienna Cafe Co. last.  
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Hongkong, June 29, 1911. 853

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KENNIS, 76A, THE PEAK: Seven  
Rooms; Large Verandah; American  
heating apparatus installed, making the  
house dry and comfortable throughout the  
year; Vegetable and Flower Gardens,  
Crocus Lawn. 15 minutes walk from tram,  
7 minutes by rickshaw. One of the best  
situations at the Peak, cool in summer  
and warm in winter.  
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Hongkong, July 1, 1911. 108

TO LET.  
GODOWNS, 151 to 156, PRATA EAST.  
SEMI-EUROPEAN FLATS, Moderate  
Rents, PRATA EAST—Corner of Ober-  
vation Place. The Trains stop at the door.  
Also new EUROPEAN FLATS adjoining  
the new Seaman's Institute, Prata East.  
OFFICES in KINGS BUILDINGS,  
4th Floor.  
'CREGGAN', 39, THE PEAK:  
GODOWNS to let at Blue Buildings 4A,  
PRATA EAST.  
19, CONDUIT ROAD.  
FLAT in Blue Buildings, 4, Prata East.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.  
Hongkong, July 1, 1911. 2

TO LET.  
NO. 57, PRATA GRANDE, MACAO.  
BEACONSFIELD from 1st June, 1911.  
THE EXHIBIT, No. 13, PEAK, newly  
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OFFICES on Ground and 1st Floors,  
CHATER ROAD (very central position).  
WOODLANDS VILLA WEST, 25,  
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FURNISHED HOUSE on BARKER  
Road to let for 3 Months from 22nd July,  
7 rooms.

FOR SALE, TOP GREST, at Peak,  
commanding magnificent view of the Har-  
bour and adjacent islands.  
Apply to  
LINDSEY & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, May 10, 1911. 16

THE CHINA MAIL'S  
ILLUSTRATED SOUVENIR

## of the British Section of the

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Containing Photographs Illustrations of  
the magnificent scenery through which the  
line runs, a brief history of the project, an  
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## A NEW LOT

HAS JUST ARRIVED.

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REASONABLE PRICES

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## WHAT THE KING CAN'T DO.

## Limitations of the Kingship.

London has been agog with interest in the Coronation of King George, but a notable article in the *Fortnightly Review* by C. Harvard Pearson points out how severely the Kingship has been abridged, how many are the things which the King can't do, how power has passed from the King to the people and their elected representatives.

## AN UNWORKABLE THEORY.

"In the old theory of the Constitution the King is capable of doing anything except the committing of a wrong," says Mr. Pearson. "To quote Mr. Bagehot, he could dismiss the army; he could dismiss all the officers, from General Command-in-Chief downwards; he could dismiss all the sailors too; he could sell all our ships of war and all our naval stores; he could make a peace by the sacrifice of Cornwall, and begin a war for the conquest of Brittany. He may make every citizen in the United Kingdom, male or female, a peer; he could make every parish in the United Kingdom a university; he could dismiss most of the civil servants; he could pardon all offenders. In a word, the King could, by prerogative, upset all the action of civil government. And yet everyone is well aware that the King, however much he might wish to act in any of these unconstitutional ways, would be quite unable to effect his desires."

## THE KING NOT INDEPENDENT.

"How the almost unlimited power of the old Kings of England has been limited and defined by Parliament and has been distributed amongst an executive which is practically chosen by the nation and has left the King one of the least independent men in the country, is the purpose of our present inquiry."  
"A few formal acts of State are still performed by his Majesty, but for the most part his power lies in consulting with his Ministers and advising them on affairs of State, of upholding a Court consonant with their dignified position amongst the other nations, of holding together and stimulating society, and it is hoped that by the example set in this direction by his beloved father is only the forerunner, on the part of George V., to a greater stimulus to amusement, social enjoyment, and a consequent benefit to the trades and manufactures of the country."

## THE KING AND SOCIETY.

"In regretting the decline of a Court functions during Queen Victoria's reign, Mr. Bagehot points out how Charles II. was really the head of society. Whitehall, in his time, was the centre of the best talk, the best fashion, and the most curious love affairs of the age. He did not contribute good morality to society, but he set on example of infinite agreeableness. The Court was the focus where everything exciting gathered, and where everything exciting gathered, and where everything exciting gathered. Whitehall was an unequalled club, with female society of a very clever and sharp sort superadded. All this, as we know, is now altered."

## LEVEES AND DRAWING ROOMS.

"Buckingham Palace is as unlike a club as any place is likely to be. The first two Georges were men ignorant of English, and wholly unfit to guide and lead English society. They both preferred one or two German ladies of bad character to all else in London. George III. had no social vices, but he had no social pleasures. He was a family man, and a man of business, and sincerely preferred a leg of mutton and turkeys after a good day's work to the best fashion and most exciting talk. In consequence society has become an 'upper ten thousand'; it is no more monarchical in fact than the society of New York."

"The peculiarly masculine world of the clubs and their neighbourhood has no more to do in daily life with Buckingham Palace than with the Tuilleries. The names of levees and drawing rooms will sustain the memory of the time when the King's bed-chamber and the Queen's withdrawing room were the centres of London life, but they no longer make a part of social enjoyment. Careful observers have long perceived this, but it was made palpable to everyone by the death of the Prince Consort. Since then the Court has been always in a state of suspended animation, and for a time it has quite annihilated."

There are arguments for not having a Court, and there are arguments for having a splendid Court; but there are no arguments for having a mean Court. It is better to spend a million in dazling when you wish to dazle, than three-quarters of a million in trying to dazle and yet not dazling."

## RESTRICTING THE KING.

Here are a few of the things which the King cannot do to-day.  
"The Royal power falls under three heads, in all of which the King is restricted, and has, for the most part, lost independent action."

(1) The choice of ministers through whom the Royal power is exercised. Here the King must defer to the wish of the Commons.

(2) The determination of policy. The Council and Privy Council used to do this. Now it is in the hands of the Cabinet.

(3) Administrative action; the carrying out of what is determined upon. This power has passed to various Government departments, such as the Home Office, which act in the name of the King.

"But the King exercises great influence. He has the right to be informed by ministers, and can give advice. He can help by experience. Professor Dicey defines the prerogative as 'the discretionary authority of the executive,' and he explains this to mean everything which the King or his servants can do without the authority of an Act of Parliament."

## PRIME MINISTER'S POWER.

"The Prime Minister is the chief means of communication between the Cabinet and the Crown. He presents the Cabinet minutes to the King, who is entitled to be told about everything that is going to be done; and told in good time, so that the Ministry can listen to the opinion of his Majesty."  
"On the other hand, the Sovereign must not seek or take advice from any other than his Cabinet Ministers in matters of State without making it known to the Cabinet. The Duke of Wellington when in opposition wrote to William IV. pointing out the danger of the arming of political societies. William IV. replied to the letter without consulting the Cabinet, and the Ministry remonstrated with the King."

"Nor shall the Sovereign give a public expression of opinion on a matter of State without being advised by his ministers. The Sailor King violated this duty also by making a speech in the Privy Council reviling one of his ministers, and this also led to a remonstrance. The King must support his ministers loyally in their policy."

COMPULSORY TRAINING IN  
NEW ZEALAND.

## Socialistic Protest.

Numbers of letters, mainly Socialistic, are now appearing in the New Zealand Press against Compulsory Training, but undoubtedly the country still solidly support the scheme. At Waikato, a mining town, the Socialists have been active and their disloyal utterances have caused some excitement. The culminating point was reached at an outdoor meeting when Stirling, a member of the South African Contingent, in an address supporting the scheme, in the presence of 1,600 men and women, moved a motion in favour of upholding the British flag. The Socialists replied disloyally. They proposed an amendment against Compulsory Training, and insisted on a division. Thereupon a remarkable scene occurred. The crowd immediately split into two sections, the large majority supporting the British flag, and only 300 the red banner of Socialism. The motion was carried with enthusiastic cheering and the singing of the National Anthem, during which the Socialists interrupted with groans.

General Godley, who continues to make a favourable impression, is addressing meetings throughout the Dominion. At a large meeting at Invercargill he declared that there was no idea of fostering the spirit of militarism. The scheme was the people's own, and they would have to see it through.

## GIVE IT A TRIAL.

CHAMBERLAIN'S COLIC, Cholera and Diarrhoea Remedy has relieved more pain and suffering, and saved more lives than any other medicine in use. For sale by all Chemists and Storekeepers.

## His Britannic Majesty's Ships on the China Station.

Name	Class	Tons	Guns	H.P.	Commander	Last report at
Albatross	despatch-boat	1700	12	2000	Comdr. Lowndes	Wanghai
Astron	cruiser, 2nd class	4360	10	7000	Captain E. B. Kiddle	Wanghai
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt. Comdr. B. G. Washington	Hongkong
Britannia	river gunboat	710	2	900	Lieut. Comdr. J. M. Barker	Shanghai
Cadmus	sloop	1076	—	1400	Comdr. H. Lyne	Shanghai
Cherub	water tank and tug	300	—	300	Master H. Smith	Hongkong
Clio	sloop	1070	—	1400	Comdr. H. R. Veale	Shanghai
Fame	torpedo boat destroyer	350	6	5700	Lieut. Comdr. H. S. Mowse	Wanghai
Flora	cruiser, 2nd class	4360	10	7000	Capt. J. Nicholas	Wanghai
Fancy	torpedo boat destroyer	275	6	4000	Lt. Comdr. Hon. Guy Stepford	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Lt. Comdr. Hon. Guy Stepford	Hongkong
Jarus	torpedo boat destroyer	280	6	3900	Lt. Comdr. M. B. R. Blackwood	Wanghai
Keat	cruiser, 1st class	9000	14	12,000	Capt. S. St. John Farquhar	on route San Fido
Kinsha	river gunboat	616	4	1200	Lt. Comdr. T. J. S. Lyne	Yangtze
Merlin	sloop	1040	—	—	Comdr. B. O. M. Dary	Labuan
* Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. Cayley	Wanghai
Monmouth	cruiser, 1st class	8900	—	—	Capt. L. E. Power	Hongkong
Mourne	river gunboat	130	2	800	Lt. Comdr. G. P. Leith	Canton
Newcastle	cruiser, 2nd class	4360	—	—	Capt. G. E. P. Hunt, D.S.O.	Hongkong
Nightingale	river gunboat	85	2	240	Lieut. Comdr. C. H. Woodward	Yangtze
Otter	torpedo boat destroyer	350	6	6300	Comdr. C. L. Lamb	Wanghai
Rosario	depot ship, submarines	960	—	1400	Lt. Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt. Comdr. C. A. O. Douglas	West River
Sandpiper	river gunboat	85	2	240	Lt. Comdr. E. J. J. Southby	Canton
Snipe	river gunboat	85	2	240	Lt. Comdr. Maurice B. Leslie	Yangtze
Taka	torpedo boat destroyer	300	6	6500	Gunner E. J. Trillo	Hongkong
Tamar	receiving ship	4650	6	—	Commodore C. J. Eyre	Hongkong
Tal	river gunboat	180	2	800	Lt. Comdr. R. J. Buchanan	Yangtze
Thistle	river gunboat	710	2	900	Lt. Comdr. M. B. Hamilton	Hongkong
Vinago	torpedo boat destroyer	355	6	6300	Lieut. Comdr. H. D. Adair-Hall	Wanghai
Waterwitch	surveying ship	650	—	450	Lt. Comdr. Hancock	Hongkong
Whiting	torpedo boat destroyer	360	6	5500	Lieut. Comdr. G. B. Hartford	Wanghai
Widgeon	river gunboat	136	2	800	Lieut. Comdr. B. R. Brooke	Yangtze
Woo cock	river gunboat	150	2	500	Lieut. Comdr. M. H. Wilding	Upper Yangtze
Woodcock	river gunboat	150	2	500	Lt. Comdr. G. F. A. Mulock	Upper Yangtze
38	submarine	—	—	—	Lt. C. Godfrey Harbert	Hongkong
37	submarine	—	—	—	Lt. Comdr. A. A. L. Fennor	Hongkong
35	submarine	—	—	—	Lt. Comdr. J. R. A. Codrington	Hongkong

Flagship of Vice-Admiral Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4700	—	—	Capt. Alfred Cicoli	Amoy
Achéron	French armoured cruiser	1830	10	1700	Lieut. Bertrand	Saigon
Alger	French cruiser	3420	22	5100	Capt. Delzon	Saigon
Alouette	French gunboat	506	7	400	Commander Badin	Saigon
Argus	French river gunboat	180	6	570	Lieut. d'Estienne	Canton
Caronde	French gunboat	500	6	500	Comdr. J. Gervais	Saigon (Reserve)
Comete	French gunboat	645	10	1000	Lieut. de Linares	Saigon
Decidée	French armoured cruiser	10,014	30	20,000	—	Saigon
Dupetit-Thouars	French gunboat	141	—	—	—	Saigon (Reserve)
Estoc	French sub-machine	—	—	—	Lieut. Combet	Saigon
Esturgeon	French destroyer	350	7	303	—	Saigon
Fronde	French gunboat	203	6	303	—	Haiphong
Henri Riviere	French gunboat	500	—	—	—	Haiphong (Reserve)
Jacquin	French gunboat	500	—	—	—	Saigon (Reserve)
Lion	French sub-marine	—	—	—	Lieut. Morris	Saigon
Lynx	French surveying-ship	1825	10	9000	Comdr. Ragot de Tenche	Saigon
Manche	French cruiser	9700	12	19,600	Capt. Cheron	Saigon
Montcalm*	French destroyer	307	6	300	Lieut. de la Roche Keradron	Saigon
Mousquet	French gunboat	—	—	—	Lieut. de Malendreville	Upper Yangtze
Oly	French gunboat	130	—	—	Lieut. Puch	Tongku
Pello	French torpedo boat	130	7	300	Comdr. Mortenel	Hongay
Pistolet	French sub-marine	—	—	—	Lieut. Morris	Saigon
Protee	French battleship (reserve)	9437	8	8071	Capt. Drouot	Saigon
Redoutable	French gunboat	1738	10	1700	Lieut. Sarrat	Saigon
Stryx	French gunboat	—	—	—	—	Yangtze
Taklong	French destroyer	250	6	—	—	Saigon (Reserve)
Takou	French torpedo-depot	—	—	—	—	Hongay
Vauban	French torpedo-depot	—	—	—	Lieut. Bihel	Saigon
Vesuvius	French gunboat	123	7	500	Lieut. Biscail	Cap St. Jacques Canton
Vigilante	German cruiser	3600	22	13,500	Capt. Vollerthun	Tsingtau
Emden	German cruiser	11,600	36	20,000	Captain Valler	Tsingtau
Gneisenau	German gunboat	900	12	1300	Comdr. Morimann	Shanghai
Itis	German gunboat	800	12	1300	Capt. Myeing	Shanghai
Jaguar	German cruiser	3250	24	11,000	Capt. Schroeder	Tsingtau
Leipzig	German gunboat	900	10	1350	Comdr. Bendemann	Shanghai
Luchs	German cruiser	3400	22	13,900	Capt. Tigert (Karl)	Tsingtau
Nürnberg	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze River
Otter	German flag-ship	11,800	36	20,000	Capt. Kraft	Tsingtau
Scharnhorst	German torpedo-boat	400	9	6500	Capt. Lieut. Hoyden	Tsingtau
S. 90	German torpedo-boat	280	4	6000	Lieut. Kohle (Hans)	Tsingtau
Taku	German gunboat	900	10	1350	Comdr. Luppe	Shanghai
Tiger	German river gunboat	223	4	1300	Capt. Lieut. Graf Dohna-Schlodien	Canton
Tingtau	German river gunboat	223	4	600	Capt. Lieut. Kauffert	Shanghai
Vaterland	Italian cruiser	2145	—	—	Comdr. Tommi Picenardi	Shanghai
Calabria	Portuguese gunboat	—	—	—	Capt. Matta d'Oliveira	Macao
Macao	Portuguese gunboat	700	—	—	Captain J. Nibheiro	Macao
Patria	U. S. submarine	—	—	—	Ensign J. M. Murray	Manila
Adder	U. S. protected cruiser	3430	17	7900	Com. Clarence S. Williams	Yokohama
Albatross	U. S. torpedo-boat-destroyer	420	9	8000	Ensign E. S. Root	Manila
Bainbridge	U. S. torpedo-boat-destroyer	420	7	8000	Ensign Robt. W. Gibson	Manila
Barry	U. S. gunboat	243	8	220	Ensign Stuart W. Lake	Canton
Callao	U. S. torpedo-boat-destroyer	420	7	8000	Ensign L. N. McNair	Manila
Chauncey	U. S. protected cruiser	3106	10	4700	Comdr. John D. McDonald	Amoy
Chatanooga	U. S. protected cruiser	3100	10	4700	Comdr. Hugh Rodman	Cavite
Cleveland	U. S. torpedo-boat-destroyer	420	7	8000	Ensign F. J. Fletcher	Manila
Dale	U. S. torpedo-boat-destroyer	420	9	—	Ensign C. S. Williams	Manila
Decatur	U. S. gunboat	—	—	—	Lt. Comdr. Grant D. Brotherton	Yangtze River
El Cano	U. S. gunboat	1397	18	1800	Comdr. R. O. Bitter	Yangtze River
Hessie	U. S. gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Juarez	U. S. gunboat	170	6	—	Lieut. C. A. Woodruff	—
Minore	U. S. submarine	—	—	—	Ensign E. D. Wharton	Manila
Moccasin	U. S. station ship	1900	—	5244	Ensign Robt. V. Lowe	Manila
Mohican	U. S. monitor	4084	4	5206	Commander H. A. Bishop	Cavite
Monadnock	U. S. cruiser	2430	25	—	Comdr. William G. Miller	Yokohama
Monterey	U. S. gunboat	243	8	—	Lieut. George C. Pegrin	Osaka
New Orleans	U. S. submarine	—	—	—	Ensign T. J. Van de Carr	Manila
Panama	U. S. gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Porpoise	U. S. cruiser	2300	14	—	Lt. Comdr. A. N. Mitchell	Cavite
Quincy	U. S. gunboat	24	9	250	Ensign N. H. Goss	Yangtze River
Rainbow	U. S. protected cruiser	8150	25	17,075	Comdr. Joseph I. Jayne	Yokohama
Saratoga	U. S. submarine	—	—	—	Ensign Henry M. Jensen	Manila
Shark	U. S. gunboat	370	9	500	Lieut. W. L. Prindle	Yangtze River
Villalobos	U. S. gunboat	1307	20	1894	Comdr. W. A. Edgar	Hongkong
Wilmington	U. S. gunboat	—	—	—	—	—

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9.15 P.M. to 11.15 P.M.

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UNPARALLELED SUCCESSES OF  
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Australian Huxham Trio

CLEVER OPERATIC & BURLESQUE  
ENTERTAINERS

THE COLLIER SISTERS

## General Memoranda.

SATURDAY, July 8:—  
Noon—Extraordinary General Meeting of Geo. Fenwick & Co., Ltd.  
3.30 p.m.—Third Gynikiana Meeting.

MONDAY, July 10:—  
3 p.m.—Auction of Leasehold Property at To-kwa-wan.

TUESDAY, July 11:—  
8.30 p.m.—Full moon.

WEDNESDAY, July 12:—  
12.30 p.m.—Extraordinary General Meeting of National Bank of China, Ltd.

THURSDAY, July 20:—  
6 p.m.—Lecture on Christian Science by Mr. McCracken in City Hall.

## The China Mail.

HONGKONG, THURSDAY, JULY 6, 1911.

## CANTON'S RECENT LOANS.

A new era has already dawned upon Government procedure in China, inasmuch as the Viceroy of an important charge condescends to defend his actions before a self-appointed tribunal which asks him for reasons for a recent Government decision. The question under discussion has to do with the recent loans which the VICEROY of CANTON has negotiated with the Hongkong and Shanghai Bank and the Taiwan Bank of Japan. From the former he borrowed five million dollars, and from the latter one and a half millions. The National Assembly of Canton has requested an explanation for this departure from ancient ways, and the VICEROY has thought it wise to enter into a long explanation in which he defends the action taken. He points out, first of all, that the Government is responsible for the loans, and this responsibility is borne by the Government Bank in Canton. The loans, too, he says, were negotiated with the approval of the central Government. Next he approaches the matter of the recent panic that seemed to sweep the people of Canton off their legs and made them eager to exchange their notes for silver. There was, the VICEROY points out, money enough in the Banks and in reserve to meet all possible claims, but lest there should be any hitch, or any unexpected difficulty, which would throw the money market into greater confusion than it was then in, and so involve the people in misery and loss, he thought it would be more expedient to have extra funds at his disposal. On the question of a possible loss, His EXCELLENCY says if there be one it will be borne by the Government banks, but it is hoped that by assuaging the rising panic and so inducing the people to let their funds remain in the hands of the bankers, the loss, if any, will be reduced to a minimum. The plea of H. E. along these lines is able, and from his defence it appears that his action was prompted in the interests of business and in order to avoid losses and sorrow falling upon the shoulders of the rank and file of the people, who at present have quite enough to bear without being involved in trouble created

by panic-mongers for their own greedy ends.

His EXCELLENCY next comes to the question of local taxation. It appears from what he says that the loss to the local Treasury by the closing of the gambling dens amounts to about \$2,000,000. In fact, it is a little more. The members of the Provincial Assembly are told plainly enough that they were eager for the closing of these dens, and that they must have known that money for the administering of the local government would have to be sought from other sources. It was agreed upon, at the time, that tobacco should be taxed, and also that slaughter-houses should pay a toll upon each animal passing in or out of the premises. But these sums, he says, would not have made up the deficiency in any case. Indeed, they were far short of the sum relinquished. H. E. CHANG says that already they have yielded far less than was anticipated, and in the present condition of the people it is extremely impolitic to impose any more taxes upon them. The house tax, even, can hardly be pressed as aforesaid. In addition to all this, the present unsettled condition of the Province makes it necessary to expend far more than when things are normal. Large numbers of soldiers are employed in different parts of the Province to suppress brigandage; these men must be paid, and money must be had wherewith to pay them. Of course, all the money borrowed in these two loans will not be needed for local necessities. From the paper before us it appears that \$2,600,000 will be kept in hand for the needs of the Province, while the other four million will be in the care of the central Government, and possibly will be used for the redemption of the railways. His EXCELLENCY's despatch does not add this second point; he simply says it will be in Government hands.

The defence put forward is to the point and certainly deals with the facts known to exist in a dispassionate way. On the other hand, there is a note of pessimism running through the explanations. Again and again the words occur that funds are not sufficient to meet this call or that, and sources of taxation that were supposed to realise certain sums have not reached the estimates; in some cases the deficit appears to be considerable. What is remarkable, however, is that His EXCELLENCY should publicly defend his action before the Provincial Assembly. The attitude of this body of men is pretty much that taken by all responsible bodies who stand for the principle that taxation and representation must go together. But they have not yet reached that stage when they are able to say, "If you do not spend the money in the way we approve we will not allow you to have it." They have, however, approached as near as possible to this point and asked for reasons why certain expenditure has been incurred, and also why money was borrowed from outside sources rather than from themselves.

We think that the action of the VICEROY in publicly meeting the inquiries in the way he has done is a good sign. Nothing but good can follow publicity, especially where the spending or raising of public money is concerned. It is conceivable—at any rate, this would have been the course followed thirty years ago,—that the VICEROY might have thrown the despatch of the Assembly into the waste paper basket. It would still have been possible, but not wise. He has chosen the wiser course, and made the Assembly fully acquainted with all the facts of the matter.

## FEVER AT FIJI.

Sir Henry and Lady May Down.

The Colonial Sugar Refining Company's steamer *Flores*, from Fiji, brought news to Sydney recently of an epidemic of dengue fever at Suva.

His Excellency the Governor, Sir Henry May, and Lady May were among the victims.

Almost every business house in the town was said to be short-handed on account of the epidemic.

## A HOME NECESSITY.

THERE is one medicine that every family should be provided with, and especially during the summer months, viz. Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is almost certain to be needed. It cures but a trifle and never fails to give relief. Can you afford to be without it? For sale by all Chemists and Storekeepers.

## NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs Vernon and Smyth, is 4s. 2d.

H.M.S. *Monmouth* was due to leave for Wai-hai-wei at 4 p.m. to-day.

Several residents of Hanoi are at present suffering from appendicitis.

The body of a Chinaman, aged about 18 years, has been found floating opposite Hui's Wharf.

Someone stole a purse containing \$70 from No. 36, Leighton Hill Road. The two houseboys are suspected.

A man lately residing at No. 2, Tz Mi Alley, West Point, is reported to have absconded with \$290.

The torpedo boat destroyer *Handy* arrived at Tai-po yesterday, and is carrying out exercises in Mira Bay.

We have been favoured by the Colonial Secretary with a sight of the report outlining the origin of the Queen Victoria Memorial.

Incoming boats from the south report bad weather. The German steamer *Loong-moon* from Saigon reports very strong S.W. gale outside.

The Coronation has called forth from the Queen's College staff a number of appropriate odes, two of which appear in the *Yellow Dragon*, the College magazine.

A donation of \$20,000 has been anonymously made for the distribution in Great Britain, Germany, France, and Italy of free copies of Mr. Norman Angell's book, "The Great Illusion," in favour of universal peace.

Mr. W. D. McCracken, M.A., C.S.B., member of the Christian Science Board of Lectureship, is to speak at the Theatre Royal on July 20th on Christian Science. Mr. McCracken arrives by the *Tenyo Maru* on the 18th inst.

We hear that property is freely changing hands in Hongkong in consequence of the unrest in Canton, many wealthy Chinese who have come to the Colony to reside desiring to purchase residences. It's an ill wind that blows no good.

The police found Mr. William Horace Wearn, an Australian visitor for the Coronation, aged 35, wandering in Leicester, having lost his memory. He was in possession of a large sum in cash and credit notes. He was taken to the Leicester Infirmary.

We regret to have to record the death of G. I. Christie, A.B., of H.M.S. *Taku*, deceased, who was only 21 years of age, succumbed to appendicitis at the Royal Naval Hospital yesterday. He was buried at Happy Valley in the afternoon.

A copy of the report of Mr. Herbert E. House, Field Secretary, on his recent visit to the Canton Christians' College reaches us. It is full of praise for the institution, and the writer says it is at least evident that a new type of young man is being developed here in advance of anything South China has known before.

"This is a year of picturesque and moving ceremonies," says the *Westminster Gazette*, "but we doubt if there is likely to be anything more picturesque and moving than the fact that the five Premiers who have come to the Imperial Conference include amongst their number a Frenchman, a Dutchman, who ten years ago was the General in command of an army fighting us on the battlefield, and a Scotchman who a quarter of a century ago was a working miner in Ayrshire."

The details which have reached this country of the wreck of the Pacific Mail steamer *Asie* in the China Sea, says the *L. and C. Express*, do not reflect much credit on the Chinese authorities. The practical attack on the vessel soon after sinking was a disgraceful affair, all the more so, if it is true, as stated, that Chinese gunboats in the vicinity declined to render assistance on the plea that it was not their business. It is no doubt true that in a country like China piracy may be difficult to stamp out, but pressure should be put on the local authorities in the regions where it is well known to exist to take more effective steps to clear the coasts of the lawless bands that are once more becoming a menace to peaceful commerce on the navigable rivers of China.

## SOCIAL AND PERSONAL.

Lieutenant Crookenden, 2nd Battalion The Buffs, on appointment to the West African Frontier Force, has been posted to the Southern Nigeria Regiment.

Mr and Mrs A. E. Wright and child are passengers by the P. and O. s.s. *Mooltan* which leaves London on 14th inst. The Mooltan connects with the s.s. *Arctica* at Colombo.

Mr P. Currie, who recently returned to Australia from Hongkong, soon after his arrival joined the State school at Eagle Junction, Brisbane, as an assistant master. This is one of the largest schools in Australia.

It is officially announced in Holland that Mr B. C. Hempel is, at his own request, honourably retired from his post of Consul for the Netherlands at Amoy, and that Mr W. Kruse is appointed to succeed him, the service being honorary. Mr W. van der Woude retires similarly from the post of Consul at Penang, the charge of the consulate passing to Mr J. O. Janssen.

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## NO GENERAL ELECTION.

## POSTMASTER GENERAL'S STATEMENT.

(Reuter's Service to the China Mail.)

LONDON, July 6.

The Right Hon. Mr. H. Samuel, Postmaster General, in a message to his constituents, says there is no reason whatever to anticipate that a General Election will interrupt the present session of Parliament.

## DEATH OF QUEEN MARIA PIA.

## GRANDMOTHER OF KING MANUEL.

(Reuter's Service to the China Mail.)

LONDON, July 6.

The death is announced from Turin of Queen Maria Pia, grandmother of ex-King Manuel of Portugal.

## HULL BYE-ELECTION.

## A LIBERAL GAIN.

The bye-election at Central Hull necessitated by the unseating of Sir H. S. King (U.) has resulted as follows:—

Dr R. W. Aske (L.).....3,545  
Mr Sykes (U.).....3,283

Liberal majority 262

[Note.—This is a notable gain for the Ministerialists, inasmuch as the seat has been consistently Unionist since 1885. This is Dr Aske's third contest at Central Hull. In January last year he was only 20 votes behind, but in December Sir H. S. King had a majority of 207 over him.—Ed. C.M.]

## DUTY PAY FOR CIVIL SERVANTS.

At the meeting of the Legislative Council this afternoon His Excellency dealt extensively with the question of the salaries of civil servants.

His Excellency said that in connection with the financial minute which had been laid on the table he desired to say a few words as it was of exceptional importance. Formerly, they were all aware, the salaries of officers in the administration of this Colony were paid in dollars and in 1878 the dollar was worth 4/-.

Compensation was granted to the extent of 25 per cent. of the salary and as the value of the dollar continued to decrease that compensation was increased in a later year to 50 per cent. of the salary. Owing to the continued fluctuating value of the dollar and its continual decreasing value, the Secretary of State decided in 1902 that the salaries of civil servants should be paid in sterling converted into the current rate of exchange of the day. Officers appointed subsequent to that date were appointed on the sterling salary and when promoted to any post the equivalent salary was given to them fixed in sterling.

When the sterling salary scheme was introduced, officers who at that time were in possession of dollar salaries were given their choice and the privileges which went with them of continuing on the old footing or adopting the sterling basis. That arrangement was simultaneously introduced in the Straits Settlements. The intention was to encourage officers to accept the sterling basis, and the reason for that was because a mistake was made in the dollar exchange compensation rate instead of the 50 per cent rate. It was already significant that the sterling salaries were very much less than the dollar salaries and even less than in the Straits Settlements and when it became known that this was the condition of things only those came here who had failed to obtain an appointment in the Straits Settlements. There had been much discussion amongst the junior members of the service. These facts were represented to the Secretary of State by Sir Henry May and after his decision was taken for reasons which he was at a loss to discern. He decided in 1910 to represent the whole matter again and soon after he proceeded on leave when he was prepared to give any further detail or explanation, verbally if necessary, to the Secretary of State. However, when he reached Hongkong he found that the matter had been taken up by the Straits Settlements and the F.M.S. Council and to an increase of salary in the fact that they were in receipt of higher salaries than here. The F.M.S. Council, when he reached Hongkong, he asked that an officer be sent out to investigate the whole matter and Lord Crewe had asked if it was necessary that Mr Stubbs, who was appointed, should come to Hongkong, but His Excellency had replied that he had so fully represented the matter that it would be little use incurring the further expense in sending the officer on to Hongkong but that if the Secretary of State so desired he would be only too willing to give him all the information available. Eventually Mr Stubbs came to Hongkong. Then the question had arisen as to what the increase should be and from what date it should be allowed and the status of the several emoluments so that it was decided that a system of duty pay should be introduced which was a system he had always favoured and which he believed would be favourable to the officers concerned. The Secretary of State had suggested that the scheme be approved by the Legislative Council and that it would come into force as from July 1st last so that the increase would be \$6,241 for the current half year. As the Official Members of the Council would benefit under the scheme it was suggested the unofficial members should vote on the matter only.

The motion was carried.

We have received a copy of a report written by Mr George H. Anderson, F.C.S., Consul-General in Hongkong, on the cotton-goods trade in China, embracing a review of the import trade during the past five years; a discussion of the domestic production and its influences on purchases from foreign countries, and an analysis of the present situation, with special reference to the sale of American textile goods in China, which has been seriously curtailed during recent years.

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## RESTLESS PORTUGAL.

## FERMENT STILL APPARENT.

(Reuter's Service to the China Mail.)

LONDON, July 6.

The Portuguese Government is still vigilantly watching the northern frontiers, where the revolutionary movement is still smouldering.

Mail advices show that consignments of arms and munitions seized by Spain are of the most formidable character.

## COMPULSORY VOTING.

## VICTORIAN GOVERNMENT'S PROPOSAL.

(Reuter's Service to the China Mail.)

LONDON, July 6.

The Victorian Government is introducing a Bill providing for compulsory voting at elections for the Assembly.

## AUSTRALIAN PREMIER'S SISTER.

## MARRIED TO A LIVERPOOL CONSTABLE.

(Reuter's Service to the China Mail.)

LONDON, July 6.

Miss Janet Fisher, sister of the Hon. Mr. Andrew Fisher, Premier of the Commonwealth, was married to Constable George Galt, of the Liverpool Police Force, yesterday.

Mr Fisher gave the bride away, the ceremony taking place at Westminster Road chapel, which was decorated with Union Jacks and flags of the Commonwealth.

## GERMAN AIMS IN MOROCCO.

## FRENCH OPINION.

(Reuter's Service to the China Mail.)

LONDON, July 6.

Politicians in Paris have arrived at the conclusion that Germany's action in Morocco constitutes a definite assertion of her resolve to participate in the final settlement of the question.

It is inferred in some quarters that Germany will be ultimately content with compensation elsewhere.

Meanwhile the new situation involved in German acquisition of a port on the Moorish Atlantic coast preoccupies the attention of the leading naval Powers.

## INTERNATIONAL CONFERENCE PROPOSED.

## LATER.

The evening papers in Berlin say that German official circles declare that Germany seeks nothing in Morocco. It is for France to declare what she is seeking.

Messages from Paris say it is authoritatively stated that the French Government is quite willing to enter into negotiations, if desired, with Germany, in which Spain and Britain should also participate. Russia would probably also be consulted.

## AUSTRALIA AND AMERICA.

## PENNY POSTAGE PROPOSED.

(Reuter's Service to the China Mail.)

LONDON, July 6.

Australia is negotiating with the United States for reciprocal penny postage.

## VARSITY CRICKET.

## OXFORD DEFEAT CAMBRIDGE.

(Reuter's Service to the China Mail.)

LONDON, July 6.

Oxford has beaten Cambridge in the annual University cricket match by 74 runs.

[Note.—Last year Oxford won by an innings and 125 runs. These inter-University matches have been played yearly since 1859. Cambridge has won 38, Oxford 33, and 8 matches have been drawn.—Ed. C.M.]

## THE SECRET IS OUT.

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## COMMONS CONSIDER INSURANCE BILL.

## LONG SESSION FORESHADOWED.

(Reuter's Service to the China Mail.)

LONDON, July 6.

The House of Commons has started on the gigantic task of considering the State Insurance Bill in committee.

A perfect volume of amendments has been set down, and there is little prospect of the session ending before the third week in September.

## SIR F. YOUNG-HUSBAND.

## EXPECTED TO RECOVER.

(Reuter's Service to the China Mail.)

LONDON, July 6.

A message from Versailles says that Sir Francis Younghusband is improving and is expected to recover.

## NAVAL MATTERS.

## INSUFFICIENCY OF CRUISERS.

(Reuter's Service to the China Mail.)

LONDON, July 5.

The House of Commons went into Committee on the Naval Estimates, and Mr. Lee, Mr. Balfour and others criticised the insufficiency of cruisers to police our trade routes.

Mr. McKenna, First Lord of the Admiralty, considered that the provision was adequate, though more would be required next year. He indicated that the armament of the Dreadnoughts had been strengthened to repel long range torpedoes.

## THE BOY SCOUTS.

## KING GEORGE'S CONGRATULATIONS.

(Reuter's Service to the China Mail.)

LONDON, July 5.

H. M. the King, in a letter to Major-General Baden Powell, congratulates him upon the remarkable success attained with the Boy Scout movement.

His Majesty adds that he is certain the boys of the Empire will show gratitude for the encouragement so generously given and endeavour to become God-fearing and useful citizens.

## BOXING.

## THE LIGHT-WEIGHT CHAMPIONSHIP.

(Reuter's Service to the China Mail.)

LONDON, July 6.

At San Francisco Adolf Wolgast knocked out Owen Moran in thirteen rounds, thus retaining the light-weight championship of the world.

## THE STRIKE HABIT.

## LEGISLATIVE COUNCIL.

His Excellency Sir Frederick Lugard presided at the meeting of the Legislative Council held to-day. There were also present:

H. E. Major General ANDERSON, Commanding the Troops.  
Hon. Mr. W. D. BARNES, Colonial Secretary.

Hon. Mr. C. G. ALABASTER, Acting Attorney-General.  
Hon. Mr. A. M. THOMSON, Colonial Treasurer.

Hon. Mr. W. CHATHAM, C.M.G., Director of Public Works.

Hon. Mr. A. W. BRAWIN, C.M.G., Registrar General.

Hon. Capt. F. W. LYONS, Acting Capt. Supt. of Police.

Hon. Dr. Ho Kai, C.M.G.

Hon. Mr. H. E. POLLOCK.

Hon. Mr. W. Y. YU, C.M.G.

Hon. Mr. E. A. HEWITT.

Hon. Mr. C. H. ROSS.

Hon. Mr. MONTAGUE EDE.

Mr. C. CLEMENTI, (Clerk of Councils).

## ROYAL SQUARE FENCING.

A report of the proceedings of the Public Works Committee at a meeting held on the 8th June was laid before the Council. The only matter dealt with was the fencing of gardens in Royal Square. The members of the Committee, who had studied the conditions on the ground, were of opinion that the pattern of the existing iron railings and granite pillars enclosing the gardens belonging to the Government on the following ground—(a) They are sufficiently elegant; (b) They are reasonably inexpensive; (c) They are sufficiently high to exclude intruders.

## THE PROBATES ORDINANCE.

Hon. Colonial Treasurer moved the first reading of a Bill entitled An Ordinance to amend the Probates Ordinance, 1897.

Hon. Attorney General seconded, and the Bill was read a first time.

A note attached to the Bill stated:—The amendments (a) and (b) together with an amendment which is being made by the Stamp Amendment Bill, 1911, in the Stamp (Amendment) Ordinance, 1909, are introduced to prevent doubts arising with regard to the Chinese law of inheritance, as it has been suggested, though not proved, in a recent case (Li Chok Hung v. Li Pui Chai) that the French principle of *la mort civile* is recognised as a portion of the law of China, and that consequently unless probate duty is collected, as estate duty is in England, since the Finance Act 1894, on property passing on death, it cannot be collected at all, because, it is contended, the deceased leaves no estate. The amendment (c) is an amendment consequential on the Convention between the United Kingdom and Japan signed and ratified at Tokio in 1907.

## THE STAMP ORDINANCE.

Hon. Colonial Treasurer moved the first reading of a Bill entitled An Ordinance to further amend the Stamp Ordinance, 1901, and the law relating to Stamps and Stamp Duty.

Hon. Attorney General seconded, and the Bill was read a first time.

The objects and reasons of the Bill were set out as follows:—"The proviso to section 8 (2) of the Principal Ordinance (Ordinance No. 16 of 1901) is introduced to enable transfers of shares, bills of exchange and promissory notes to be stamped after execution in cases of sudden departure from the Colony or other like cases. The words deleted by section 3 relate to a duty which has been obsolete since Ordinance No. 38 of 1902 was passed. Sections 4, 5, 6, 7, and 10 are based on the Imperial Stamp Act 1891 to the corresponding sections of which reference is made in the marginal notes. Section 11 brings the local practice into line with the practice introduced into England by the Finance Act 1894 which makes the duty payable on the value at the date of death and not on the value at the time of the grant of probate. The words "passing on death" are also introduced to prevent doubts arising with regard to the Chinese law of inheritance, as it has been suggested, though not proved, in a recent case (Li Chok Hung v. Li Pui Chai) that the French principle of *la mort civile* is recognised as a portion of the law of China, and that consequently unless probate duty is collected, as estate duty is in England, since the Finance Act 1894, on property passing on death it cannot be collected at all, because, it is contended, the deceased leaves no estate. The amendment affected by section 20 is intended to make the rates of interest uniform throughout the Colony, Sub-sections (1) and (2) of section 13 are introduced to remove doubts and sub-section (3) is already law by virtue of section 51 of Ordinance No. 1 of 1895 but it has been found convenient to introduce it into the Stamp Ordinance."

## HON. ATTORNEY GENERAL.

Hon. Colonial Treasurer moved the first reading of a Bill entitled An Ordinance to consolidate and amend the Law relating to the Management of Stamp Duties.

Hon. Attorney General seconded, and the Bill was read a first time.

This Bill is based mainly on the Imperial Stamp Duties Management Act 1891.

## PRIVATE VEHICLES.

Hon. Attorney General moved the first reading of a Bill entitled An Ordinance to amend the Private Vehicles Licensing Ordinance, 1895.

Hon. Colonial Secretary seconded, and the Bill was read a first time.

This Ordinance, says a note attached, is introduced to revise Ordinance No. 5 of 1895 which was inapplicable, serious errors having

been discovered during the course of the Revision of the Laws. This Ordinance deals with traffic as well as licences; the word "licensing" has therefore been deleted from the title. No new principle is introduced.

## SUPPLEMENTARY VOTE.

Hon. Colonial Secretary moved the first reading of a Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Four hundred and thirty-eight thousand nine hundred and nine Dollars and ninety-three Cents, to defray the Charges of the Year 1910.

Hon. Colonial Treasurer seconded and the Bill was read a first time.

The Bill provided for the expenditure of the sum as follows:—

Audit Department, ... \$ 1,121.18  
Treasury, ... 170.91  
Miscellaneous Services, ... 125,349.32  
Judicial and Legal Department, ... 1.83  
Public Works, Recurrent, ... 2,333.24  
Public Works, Extraordinary, ... 204,003.53  
Post Office, ... 26,671.35  
Pensions, ... 19,225.87

Total, ... \$438,909.93

His Excellency dealt with the votes made for subsidiary coinage and the extension of the Western Market of which he had previously given full details to the Council. The total supplementary vote was \$224,000 expenditure in excess of the estimate, out of which was \$477,000 arrears of military contribution for 1909. The actual expenditure for the past year stood at six million dollars odd, being an increase over 1909 of \$364,274. The rate of exchange for the year was 1/3, and the estimates had been calculated at the rate of 1/3, so that the increase in the exchange was in favour of the payments made in sterling. Other savings included the redemption of land of \$442,618 in the neighbourhood of the railway which they purchased for \$263,376 less than the estimate. Included in this was \$214,889 spent on public works for the resumption of land for which no provision had been made. There was very little spent last year on the typhoon refuge and that was due to the fact of the necessary delays in placing the contract. The half yearly estimate which had been issued Mr. Osborne should be laid on the table would be laid on the table by the Hon. Director of Public Works at the next meeting. He proposed in future to publish an account showing in detail the credit to the fund, the shipping light dues and credit from every other source and the full details of expenditure and progress during the year. The military contribution was \$141,894 in excess of last year and \$7,400 was saved on the volunteers. What the due time came he trusted that they could experience a revival of prosperity which would make their funds in a satisfactory condition. He had recently seen the report of the L.M.C. of China in which were two notable facts. In 1910 the value of China's foreign trade was higher than that of ever before, being eight hundred and forty-three million and had exceeded the previous year by over eighty-six and a half million. Two years ago Hongkong took five millions while last year it was thirty-two and three quarters millions, in spite of the rubber and opium speeches which had worked such disastrous results. These figures were no doubt in a large measure due to opium but that did not destroy the significance of the figures he had given them. The Bill was read a first time.

## THE LARCENY ORDINANCE.

Hon. Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Larceny (Amendment) Ordinance, 1909.

Hon. Colonial Secretary seconded and the Bill was read a second time. The Bill passed through committee and was read a third time and passed on the motion of the Hon. Attorney General seconded by the Hon. Colonial Secretary.

Hon. Colonial Secretary seconded and the Bill was read a second time. The Bill passed through committee and was read a third time and passed on the motion of the Hon. Attorney General seconded by the Hon. Colonial Secretary.

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## THE CORONATION.

## Telegrams of Congratulation.

At the meeting of the Legislative Council this afternoon His Excellency the Governor read two telegrams of congratulation in connection with the Coronation of His Majesty the King, as follows:—

CANTON.  
Governor, Hongkong.  
To-day celebrates amid great rejoicings the coronation of His Majesty the King and all friendly states share your joy. I express my friendly regards and my gratitude for the assistance you have rendered me whenever needed. I send you this telegram with the expression of hearty congratulations.—CHANG, VICE-ROI OF TWO KWONS.

The other was from the German Admiral.  
The heartiest congratulations of the German cruiser squadron on this day of the Coronation. May your Majesties the King and Queen be vouchsafed a long and blessed reign to the benefit of the English nation.—VON KROSIK, Vice Admiral.

There was a sitting of the Bankruptcy Court before the Chief Justice, Sir Francis Pigott, at the Supreme Court this morning.

BANK PARTNERS ASSOCIATION.  
In the case of the Wing Yuen Bank, Mr. E. B. Hind appeared for the petitioning creditors. Mr. Hind said that the case had been adjourned in order that the Official Receiver might try and get rid of the premises so that there would be no outgoings in respect of the estate.

Mr. A. M. Fletcher, Deputy Official Receiver, said there was an interim receiving order in the case as there was not sufficient to pay the bill of the fees. He had got about \$900 in hand which was found on the premises. He had opposed the receiving order on the ground that the partners had collected a large sum of money from various banks and absconded the same afternoon. The partners would simply be protected by the receiving order. It was better for the people whom they had defrauded to be a position to prosecute them.

His Lordship—What are the liabilities? Mr. Hind—Something like \$13,000. Mr. Hind said he wished to raise the point of the Official Receiver demanding \$100 for preliminary expenses which he had paid under protest.

His Lordship—It is the practice of the Court.  
Mr. Hind—Would your lordship consider the matter?  
His Lordship—You must bring the matter before me when I will consider it in the ordinary way.

The matter was adjourned for three months.

DEBTOR NOT TO BE FOUND.  
The application of C. H. Chaves to rescind a receiving order was considered. Mr. Fletcher said he was a clerk who had filed his petition himself, and his Lordship had granted a receiving order on condition that debtor paid \$10 a month. He had failed to pay any money at all and there was no estate. The Official Receiver had had to advance the money to pay the advertisements. The address debtor gave could not be found and the firm he stated he was employed with denied that he was employed by them. He could not be found. In the usual case an application should be made for the arrest of debtor but in this case he asked that the receiving order be rescinded and the proceedings finished.

The application was granted.

PETITION CONSIDERED.  
In the case of Messrs Dady Burjor and Co., who applied for a petition, the matter was adjourned. Mr. Hind said there had been an interim receiving order and debtor had consented to a receiving order.

A PRIVATE ARRANGEMENT.  
S. A. Marican applied for a petition. Mr. Fletcher said it was debtor's own petition and the creditors had tried to come to a private arrangement which might be put through. He would therefore set the matter stand over until the next sitting of the bankruptcy court. This was agreed to by his Lordship.

PUBLIC EXAMINATION.  
E. da Ruz came up for his public examination. Mr. Fletcher—You are a clerk?—Yes. How long have you been a clerk?—About ten years. What is your salary?—\$175. How long have you drawn that amount?—From the beginning of the year. What do you estimate your total indebtedness to be?—\$1,200. What is that in respect of?—In respect of money borrowed and goods supplied. To what do you attribute your insolvency?—\$175 is a fairly large salary? It was \$150 last year and \$125 the year before. I have exceeded my income. You informed me you had lived some what extravagantly and been connected with various clubs?—Yes. You are prepared to pay \$50 a month?—I am. The public examination was closed and debtor was adjudged bankrupt.

QUEEN'S COLLEGE "TUCK SHOP."  
Following the precedent of the best English public schools a "tuck shop" has recently been established in the College. It has long been felt that the spectacle of a boy's room with its clutter of odds and ends of the gates and grabbing wildly for a pen or a pencil was not only unsightly but also a source of temptation to the boys. The tuck shop, which cannot but be a source of pride to the school, is a clean, modern, up-to-date tuck shop which is managed by a Committee presided over by the Hon. Mr. Wells. The tuck shop stands in a room which is well lighted and the golden walls, the red carpet and the golden ceiling make it a most attractive place. The tuck shop is well worth a visit.—The Yellow Dragon.

## HARBOUR MASTER'S REPORT.

## All Records Broken.

The report of the Harbour Master (Commander Paul Taylor, R.N.) for the year 1910 was laid before the Legislative Council this afternoon. It showed that the total of the shipping entering and clearing at ports in the Colony during the year 1910 amounted to 547,154 vessels of 38,534,361 tons, which, compared with figures for 1909, shows an increase in number of 10,884 vessels, with an increase of 1,708,516 tons. These totals are the largest yet reached, exceeding all previous records by 15,032 vessels and 506,051 tons. Of the above, 40,714 vessels of 23,180,296 tons were engaged in Foreign trade, as against 43,794 of 22,415,125 tons in 1909.

A table is given which shows an increase in British ocean shipping of 158 ships of 578,010 tons, or of 4.5 per cent. in numbers and of 4.5 per cent. in tonnage. This seems to indicate a resumption of the usual small annual increase in British shipping, which has been so constant a feature in each normal year. Foreign ocean vessels have decreased by 6 ships, or 0.14, per cent., while their collective tonnage has increased by 246,061 tons, or 3.1 per cent.

Comparative with 20 years ago, the returns show, so far as British shipping is concerned, an increase of 287.6 per cent. in numbers and 245.2 per cent. in tonnage, and in foreign shipping an increase of 291.3 per cent. in numbers and 638.8 per cent. in tonnage.

THE PROUDLOCK CASE.  
Question of Withdrawing the Appeal.

The Straits Times publishes the following from its Kuala Lumpur correspondent, writing under date of June 29th:—

KUALA LUMPUR, June 29.  
Mrs Proudlock has withdrawn her appeal. It is understood that this action has not been taken on the advice of Counsel, and that it is against the wish of her relatives and friends.

The following letter has been addressed to Mr. Wagner, her counsel, by Mrs. Proudlock, in which her decision is made known:—

PUBL. GAZ. June 27.  
Dear Mr. Wagner,  
I thank you for your letter. I gather from what you say three things: First that the Court of Appeal sits on the 29th. Second that the notes of evidence are so voluminous that they cannot be ready for another ten days. Third, that Straits Counsel were engaged as proposed; it would hardly be possible for him to get the case up in the time at his disposal, from the date of his receiving the evidence and the notes of evidence.

I have carefully considered matters and I have come to the conclusion that I wish to withdraw my appeal. As far as I can see I should have to wait at least a month before knowing what was going to happen to my case. I do not feel able to do so. The suspense is simply awful. I am, as you are probably aware, in a condemned cell, watched night and day, the only time when I am not locked in behind iron bars is when the gaoler takes me out to exercise for half an hour every day.

The constant supervision has got on my nerves to such an extent that I feel another month would deprive me of my reason. I have a horror, too, of appearing in Court again. My recollections of it are so terrible that I cannot bear the idea of having to go through it all again. I do not feel that any punishment could ever be more than a punishment to me. I am weary, and suffering from what I have already endured. Though conscious of my own innocence of the terrible charge against me, I shrink from being stared at and pointed out as a condemned criminal.

I am told that various petitions have been sent in to His Highness the Sultan asking that I may be pardoned. I hope that he may be moved to take pity on my sufferings. Whatever the result of my decision, good or bad, I am sincerely thankful to all the kind people who have interested themselves on my behalf. I am especially grateful to those ladies and gentlemen who have so kindly subscribed money for the payment of my appeal. I am afraid they will be disappointed at my decision, and I am very sorry, but I cannot bear the suspense. I hope they will understand. Perhaps if they saw my cell they would do so. I am very sincerely grateful to them all. I will ask my husband to convey to the ladies of Penang and other parts my sincere thanks for their sympathy to one in such terrible trouble as myself.

Ebel Proudlock.

P.S.—Please withdraw appeal as soon as possible.

The Kuala Lumpur correspondent of the Straits Echo wrote on June 26th as under:—

Mr. Proudlock has received a cable, in reply to his cable to the King, intimating that the exercise of the prerogative of mercy was at the discretion of the local Government with which the King does not desire to interfere.

A reply has also been received to the cable to the Queen, intimating that the Queen's desire to interfere in the matter of the Sultan of Selangor. Mr. Proudlock that as an appeal has been entered against the verdict the petition praying for pardon will not be considered until the result of the appeal is declared or the appeal is abandoned.

Mr. Proudlock says that it has not been decided yet whether the appeal will proceed. He saw his wife recently when she appeared to be fairly well.

GYMKHANA NOTES.  
On a heavy course a number of the ponies in training for the Gymkhana next Saturday afternoon were given their last gallop this morning. Most of the time were slow, the best performance being done by Traloe.

The following were the times taken:—Donau (Boy) three-quarters, 38, 1.10, 1.43.  
Highland King, (Mr. Gegg) one mile, 42, 1.50, 1.56, 2.29.  
James (Boy) seven furlongs, last half-mile, 33, 1.03.  
Bantam (Boy) three-quarters, 36, 1.11, 1.43.  
Oil King (Dr. Hastings) three-quarters, 40, 1.24, 1.50.  
Sawood (Mr. Gegg) half-mile, 35, 1.06, 1.36.  
Carnegie, (Mr. David) three-quarters, 39, 1.12, 1.46.  
Anchordilly, (Dr. Hastings) five furlongs, last half-mile, 32, 1.03, 1.32.  
Tomhawk, (Mr. Gegg) one mile and a quarter, 3.07, last three-quarters, 30, 1.10, 1.47, 2.12.  
Traloe (Mr. David) three-quarters, 36, 1.09, 1.42, 2.13.  
Derando II (Mr. Beth) three-quarters, 45, 1.29, 1.58.  
Dyllan, (Boy) three-quarters, 38, 1.14, 1.46.  
Greyback, (Mr. David) one mile, 37, 1.12, 1.48, 2.23.

## WHY PAY

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The White Owl, by Kate Douglas Wiggin.  
Mr. Noakes, by C. A. Dawson Scott.  
The Hand of Venus, by J. Morgan de Groat.  
A True Woman, by Baroness Orczy.  
Robinson, by Kate Douglas Wiggin.  
The Vision of Bolinas, by C. B. Burghin.  
Honor's Fetter, by May Wynne.  
Some Happenings of Gendalyne, by Dorothea Conyers.  
The King over the Water, by Justin Huntly McCarthy.  
Winding Paths, by Gertrude Page.  
Mrs. Thompson, by W. E. Maxwell.  
The One Way Trail, by Rialwell Cullum.  
The Land of Promises, by Stanley Portal Hyatt.  
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THE EDWARD DISPENSARY, C. KAMMING & CO., LD.

CHEMISTS, DRUGGISTS, etc.  
MANAGER:—CHENG KAM MING.  
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PRESCRIPTIONS ACCURATELY DISPENSED.  
PURE DRUGS. PATENT MEDICINES. PRICES MODERATE.  
62-A, Queen's Road Central.  
Hongkong, February 9, 1911.

THE HIPPODROME.  
A circus always attracts a large crowd and it was only natural that there should be a full attendance at the Hippodrome Circus and Menagerie which opened at Causeway Bay on Wednesday night. The circus had certainly lost none of its lustre during its absence from Hongkong, in fact, practically, with the exception of a few "old friends" the audience were entirely new to the Colony. In place of the former marquee a spacious and substantially-built match had been erected, which is a great improvement and materially added to the comfort and convenience of the numerous patrons.

The lengthy programme opened with a selection by the orchestra, under the direction of Herr Lehmann, after which Master Jenkins gave a surprisingly clever turn with a Shetland pony. The "Black Diamond," the midge marvel, showed how well he had been trained by his dancing to the music of the band.

Miss Elliott was warmly applauded for her feats on the globe routine while an interesting turn was that of Miss Marie in an acrobatic act. Miss Isabella gave a fine performance on the single trapeze, which was greatly enjoyed. The Mysore Troupe, old favourites in Hongkong, were well to the fore in their acrobatic exhibition after which Dicksey and Willis did the double jockey act. Charming and graceful were Misses Catherine, Marie, Bella and Annela in a Spanish dance. Mr. F. Jous introduced the performing elephants and the first part of the programme concluded with acrobatic feats by the Jenkins family. Clown Rocco, well-known in Hongkong, entertained the audience during the short intervals, being assisted by his partner Jendina. Both materially contributed to the success of the entertainment.

In the second part of the programme Mr. G. Urban introduced the performing lioness and an audience which is the latest invention from Europe for the safety of the public. The lions went through a number of evolutions. They are magnificent animals and their performance showed how well and capably they had been trained by Mr. Urban.

There is to be a Matinee on Saturday afternoon at 4 p.m.

PREPARE FOR EMERGENCY.  
RIGHT in your busiest season when you have the least time to spare you are most likely to take diarrhoea and loose stools as a matter of course. You have Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand and take a dose on the first appearance of the disease. For sale by all Chemists and Storekeepers.

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REGULAR SAILINGS via PORTS and SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST).

FOR BOSTON AND NEW YORK:

S.S. LOVAT, on or about 28th July.

S.S. SURUGA, FOR NEW YORK, on or about 14th July.

Freight & further particulars apply to

DODWELL & CO., LTD., Agents.

## NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the

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C. APCAR, 11th July, UMSUZI, 11th July.

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COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Hongkong	Connection Steamers from Colombo to MARSEILLES and LONDON	Due MARSEILLES (Brindisi) 2 days earlier	Due LONDON 1 day later
Steamer	Tons	Tons	Sunday	Saturday
DELTA.....8000	July 8	Marmora.....10500	Aug. 6	Aug. 12
ASSAYE.....7500	July 22	India.....8000	Aug. 20	Aug. 26
DEVANHA.....8000	Aug. 5	Moldavia.....10000	Sept. 3	Sept. 9
ARCADIA.....7000	Sept. 2	Morea.....10000	Sept. 17	Sept. 23
DELTA.....8000	Sept. 16	Mooltan.....10000	Sept. 30	Oct. 6
ASSAYE.....7500	Sept. 30	Malwa.....10000	Oct. 14	Oct. 20
DELTA.....8000	Oct. 14	China.....8000	Oct. 28	Nov. 3
DEVANHA.....8000	Oct. 28	Macedonia 10500	Nov. 11	Nov. 17
			Nov. 25	Dec. 1

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (including Surtax).  
1st Saloon.....£71.10 Single. £106.14 Return.  
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In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

## LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due LONDON
TUBIA.....5900	July 12	August 27
SIMLA.....5900	July 26	September 10
SYRIA.....6500	August 9	September 24
NORE.....6700	August 23	October 8
SARDINIA.....6500	September 6	October 21

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

1st Saloon.....£55.00 Single. £82.10 Return.  
2nd .. £38.10 .. £57.4 ..

For further particulars Apply to

E. A. HEWETT,

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MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	YARRA.	RISORCELLI.	July 17, P.M.
MARSEILLES, Via Ports	DUMBEA.	COUSIN.	July 18, at 4 P.M.

TRANSHIPMENT on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, a Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from Marseilles to LONDON. Interceptors meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,  
QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,  
via STRAITS AND COLOMBO,  
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

## NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Rotterdam, Hamburg & Antwerp
S.S. SILESIA.....18th July.	S.S. BRASILIA.....10th July.
S.S. AMBRIA.....28th July.	For Marseilles, Havre & Hamburg
S.S. ALESIA.....9th Aug.	S.S. SILVIA.....21st July.
S.S. FREIENFELS.....25th Aug.	For Havre, Bremen & Hamburg
S.S. SUEVIA.....8th Sept.	S.S. SPEZIA.....3rd Aug.
S.S. SACHSEN.....20th Sept.	For Rotterdam & Hamburg
S.S. BAYERN.....6th Oct.	S.S. BRISGAVIA.....7th Aug.
	For Hamburg & Antwerp
	S.S. SAXONIA.....10th Aug.

For further particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.



## PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
RUBI.....4,000	S. Crosby	Manila	Manila	Monday, July 10, at 4 P.M.
RAPIRO.....4,000	M. O. Smith	Cebu & Manila	Manila	Thursday, July 20, at 4 P.M.

For Freight or Passage apply to

Shewan, Tomes &amp; Co., General Managers.

## Shipping

## THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER, B.C. SEATTLE & PORTLAND (Or.),  
via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
ORTERIC.....		JAS. FENDLAY	27th July.
SUVERIC.....		F. COWLEY	22nd August.
KUMERIC.....		G. MCGILL	26th September

\* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers. The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucero" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,  
KING'S BUILDING, PRINCE CENTRAL.

TELEPHONE No. 780.

## INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD  
THE QUICKEST FREIGHT TRANSPORT FROM THE  
ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO.

## PROPOSED SAILINGS.

FROM HONGKONG.	FROM COLOMBO.
22nd July	Steamer.....12th August.

For Rates and further information, apply to

THE BANK LINE, LIMITED,  
'MANAGING AGENTS'

Hongkong, April 1, 1911.

## AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

ANDREW WEIR &amp; CO.,

(THE BANK LINE AGENCY)

King's Building, (Fourth Floor).

Hongkong, February 6, 1911.

TOYO KISEN KAISHA.  
IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
* AMERICA MARU.....11,000	A. G. STEVENS	Friday,	July 21, Noon.
x TENYO MARU.....21,000	E. BENT	Friday,	July 28, Noon.
* NIPPON MARU.....11,000	H. S. SMITH	Friday,	Aug. 18, Noon.
x CHIYO MARU.....21,000	W. W. GREENE	Friday,	Sept. 15, Noon.

\* Triple Screws, turbine engines. \* Twin Screws.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Twin Screw Steamer AMERICA MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 21st July, at Noon.

## SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)  
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
KIYO MARU.....	17,200	H. NISHI	Tuesday, Aug. 15, Noon.
BUYO MARU.....	10,500	K. HAMAMOTO	Saturday, Oct. 14, Noon.
HONGKONG MARU.....	11,000	H. HINOKUMA	Wednesday, Dec. 13, Noon.

The Steamer "KIYO MARU" will be despatched for VALPARAISO and CORONEL, Via MOWI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO & IQUIQUE, on TUESDAY, the 15th August, at Noon.

The Steamer "KIYO MARU" will be despatched for VALPARAISO and CORONEL. Via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO &amp; IQUIQUE, on TUESDAY, the 15th August, at Noon.

FARES FROM HONGKONG.  
to SAN FRANCISCO.....£ 45. 0/0, Single.  
" NEW YORK.....£ 71. 10/0 ..  
" LONDON.....£ 120. 0/0, Return 6 months.  
" SALINA CRUZ or MANZANILLO.....Yen. 420.00, Single.  
" VALPARAISO.....Yen. 570.00.SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.  
To European Ports.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Governments of China and Japan.

To Canadian and United States Ports.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.

To all Ports.—Missionaries and their families.

(These concessions apply to San Francisco line only).  
These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.The "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Records speed 21 1/2 knots.  
Through Bills of Lading issued to North, Central and South American Ports.  
For further particulars as to Freight and Freight apply toK. MATSUDA, Local Manager,  
KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

## S. HANDA.

## JAPANESE MASSAGIST.

2nd FLOOR,  
No. 30, QUEEN'S ROAD CENTRAL,  
HONGKONG.

2nd FLOOR, THE POST OFFICE.

Hongkong, April 22, 1911.

## PREACHING THE GOSPEL

IN  
JAPAN AND TIBET.

By Prof. E. H. PARKER.

On Sale at the China Mail Office,  
5, Wyndham Street.

Price.....10 cents.

## Shipping

THE EASTERN & AUSTRALIAN  
MAIL SERVICE

## TO AUSTRALIA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN.....	July 3	July 8th, at Noon.
ST. ALBANS.....	July 28	July 31st, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.  
Agents.

Hongkong, November 2, 1908.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC S. S. CO.

FOR NEW YORK, via PORTS AND  
SUEZ CANAL.(WITH LIBERTY TO CALL AT THE  
MALABAR COAST).

S.S. INVERCLYDE.....on or about 27th July, 1911.

For freight and further information apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, July 8, 1911.

DIRECT ROUTE TO AMERICA.  
GREAT NORTHERN S.S. CO.

## S.S. 'MINNESOTA'

28,000 TONS.

CAPTAIN T. W. GARLICK.

via

NAGASAKI, KOBE and  
YOKOHAMASAILS FROM HONGKONG ON SATURDAY, AUG. 5TH, AT NOON  
FOR  
SEATTLE.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular rail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, July 1, 1911.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, etc.Head Office for the Far East: 16, DES VOGES ROAD CENTRAL, HONGKONG.  
SHANGHAI, 23, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.TICKETS supplied to EUROPE by the principal STEAMSHIP LINES as  
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED AND CASHED.

FOREIGN MONIES exchanged.

Head Office: LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1908.

PORTLAND & ASIATIC STEAMSHIP  
COMPANY.

## NOTICE TO CONSIGNEES

FROM PORTLAND via JAPAN  
PORTS.CONSIGNEES of Cargo per Steamship  
HERCULES.The above-mentioned steamer having  
arrived, Consignees of Cargo are hereby  
notified to send in their Bills of Lading for  
counter-signature and to take immediate  
delivery of cargo from alongside.Cargo impeding the discharge of  
vessel will be landed and stored at Con-  
signees' risk and expense.No Fire Insurance will be effected  
unless intimation is received from the Con-  
signees before Noon, To-morrow, requesting  
it to be landed here.Bills of Lading will be counter-signed by  
the Undersigned, and Goods remaining  
undischarged after the 10th inst., at Noon  
will be subject to rent and landing charges.  
All claims must be sent in to me on or  
before the 12th inst., or they will not  
be recognized.All damaged packages will be examined  
on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,  
Agent.

Hongkong, July 3, 1911.

## BEN' LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

STEAMSHIP RENOLUOE.

FROM ANTWERP, MIDDELSBRO,  
LONDON AND STRAIT.CONSIGNEES of Cargo are hereby in-  
formed that all Goods are being  
landed at their risk into the Godowns,  
and/or extra "hazardous" Godowns, of  
the HONGKONG and KOWLOON WHARF and  
GODOWN CO., LIMITED, whence and/or  
from the wharves delivery may be obtained.No Claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undischarged after the 9th  
inst., will be subject to rent.All Claims against the steamer must be  
presented to the Undersigned on or before  
the 10th inst., or they will not be re-  
cognized.All broken, shabby and damaged Goods  
are to be left in the Godowns, where they  
will be examined on the 8th inst., at  
11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, July 3, 1911.

## Notices to Consignees

## NOTICE TO CONSIGNEES.

THE following Cargo is lying unclaimed  
in Kowloon Godowns at Consignees'  
risk and expense.  
Interested parties are requested to send  
in their Bills of Lading for counter-  
signature to the Undersigned, and to  
take delivery.

Ex s.s. Sicilia arrived 8th April, 1911.

III Bino 45 pieces Angle Iron Bars  
Antwerp.do. 7 Bundles Angle Iron Bars  
Antwerp.

Ex s.s. Delta arrived 27th April, 1911.

N &amp; A

MP 5 cases Advertising  
Matter from London.

Ex s.s. Delhi arrived 25th May, 1911.

Slings: Pink Hotel 1 case Rides from  
Bombay.

Ex s.s. Jubia arrived 3rd June, 1911.

2288 1 case Galathea  
from London.10 cases Various  
from London.8 cases Wine  
from London.

Ex s.s. Simla arrived 11th June, 1911.

1/4 4 cases Lampware,  
etc. from London.

C. P. O. 13/20

12 cases Confes-  
sionary from  
London.22/4 3 cases Confes-  
sionary from  
London.E. A. HEWETT,  
Superintendent.

P. &amp; O. S. N. Co., Hongkong.

Hongkong, July 5, 1911.

## NOTICE TO CONSIGNEES.

STEAMER ARMAND BEHIC.

COMPAGNIE DES MESSAGERIES  
MARITIMES.CONSIGNEES of Cargo from LONDON  
on s.s. Bague; from HONGKONG  
on s.s. C. A. Verbeke, in con-  
nection with above Steamers, are hereby  
informed that their Goods with the excep-  
tion of Opium, Treasure and Valuable  
are being landed and stored at their risk  
into the hazardous and/or extra  
hazardous Godowns of the HONGKONG and  
KOWLOON WHARF and GODOWN COMPANY,  
LTD., at Kowloon, whence delivery may  
be obtained immediately after landing.Optional Cargo will be forwarded on  
unless intimation is received from the Con-  
signees before Noon, To-morrow, requesting  
it to be landed here.Bills of Lading will be counter-signed by  
the Undersigned, and Goods remaining  
undischarged after the 10th inst., at Noon  
will be subject to rent and landing charges.  
All claims must be sent in to me on or  
before the 12th inst., or they will not  
be recognized.All damaged packages will be examined  
on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,  
Agent.

Hongkong, July 3, 1911.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.THE Steamship Cebu having arrived  
from the above Ports, Consignees  
of Cargo are hereby informed that their  
Goods will be delivered from alongside  
the vessel.Cargo impeding the discharge will be  
landed at once at Consignees' risk and

# MacEwen - Frickel & Co.

Importers of  
Wines and Spirits,  
etc., etc., etc.

## GIN

The following lines  
in Gin are stocked by  
us.

Gilbey's Old Tom  
\$13.50 Per Case.

Gilbey's London  
Dry - \$13.50 Per Case

Gilbey's -  
Plymouth -  
\$16.50 Per Case.

Coate's Plymouth  
\$16.50 Per Case.

Wolfe's Schnapps  
\$18.00 Per Case

Bols' Gin  
\$23.50 Per Case.

Beuker's Schie-  
dam (Cock  
Brand) \$18.50 per case.  
(of 15 Flasks, 4 Imp. Gall.)

Hulstkamp's Old  
Schiedam

12 Stone Jars

(2 Gall.)...\$16.00 per case.

12 Stone Jars

(2½ Gall.)...\$19.00 per case

24 Stone Jars

(2½ Gall.)...\$20.00 per case.

The whole of the above  
bottled in Europe.

MacEwen, Frickel & Co.,  
4, Des Vaux Road.

### To-day's Advertisements

THEATRE ROYAL.  
Lecture on Christian  
Science

W. D. McCrackan, M.A., C.S.R.  
Member of the Christian Science  
Board of Lectureship,  
Boston, U.S.A.

JULY 20th, 1911,

AT 6 P.M.

All are cordially invited.

ADMISSION FREE.

Hongkong, July 6, 1911.

WANTED IMMEDIATELY.

### SHIPS SURGEON.

Apply to  
LING HOK FONG S.S. CO.,  
27, Des Vaux Road Central.  
Hongkong, July 6, 1911.

### NOTICE.

WE have this day established ourselves  
at Hongkong and Canton as  
GENERAL IMPORT AND EXPORT  
MERCHANTS.

CARL BODIKER & CO.,  
Kommanditgesellschaft auf Aktien,  
Hamburg.  
Hongkong, May 1, 1911.

### FROM.

Land of Brown Heath  
and Shaggy Wood  
Land of the Mountain  
and the Flood.



H. BUTTONJEE & SON,  
HONGKONG.  
Hongkong, June 17, 1911.

### NIPPON YUSEN KAISHA.

### NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND  
STRAITS.

THE Company's Steamship *Iyo Maru*,  
having arrived from the above Ports,  
Consignees of cargo are hereby in-  
formed that their Goods are being landed  
and placed at their risk in the HONGKONG  
and KOWLOON WHARF AND GODOWN COMPANY'S  
Godowns at Kowloon, where each consignee's  
delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be carried on unless  
instructions are given to the contrary be-  
fore Noon, To-day.

Goods not cleared before the 12th July,  
will be subject to rent.

No Fire Insurance has been effected.  
Damaged Packages must be left in the  
Godowns for examination by the Con-  
signee and the Co.'s representatives at an  
appointed hour. All claims must be pre-  
sented within ten days of the steamer's  
arrival here, after which date they cannot  
be recognized. No claims will be admitted  
after the goods have left the Godowns.

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, July 6, 1911.

PACIFIC MAIL STEAMSHIP  
COMPANY.

### NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN  
PORTS & MANILA.

CONSIGNEES OF CARGO per Steamship,  
MONGOLIA.

The above-mentioned steamer having  
arrived, Consignees of Cargo are hereby  
notified to send in their bills of Lading for  
counter-signature, and take immediate  
delivery of Cargo from Company's Godown  
at West Point. Cargo will be landed im-  
mediately on arrival of steamer.

Cargo remaining undelivered on FRIDAY  
DAY, July 14th, 1911, at Noon, will be  
subject to rent and landing charges.

No Fire Insurance whistever will be  
effected.

All chafed and otherwise damaged cargo  
will be examined at the above Company's  
Godown on WEDNESDAY, July 12th,  
1911, at 10 a.m.

All claims must be filed on or before  
August 7th, 1911; otherwise they will not  
be recognized.

FRED J. HALTON,  
Agent.

Hongkong, July 6, 1911.

### To-day's Advertisements

### NOTICE.

NOTICE IS HEREBY GIVEN that the  
interest and responsibility of Messrs  
ADOLF HEINRICH SCHULTZ  
and SCHULTZ & CO. in the  
firm of SCHULTZ & COMPANY in Hong-  
kong and Canton has ceased by mutual  
consent as from the 1st day of May,  
1911, and that Mr GEORG WILHELM  
GUSTAV HARLING continues the busi-  
ness from that date upon his own account  
and upon his sole responsibility.

SCHULTZ & CO.  
Hongkong, July 5, 1911.

### STEAMER PASSENGER SUEZ CANAL.

OUTWARD BOUND.

June 6, *Cordillera*, Nippon, *Fila*  
*de la Colat*.

June 13, *Ambrasia*, *Promethes*.

June 15, *Ambrasia*, *Promethes*.

June 16, *Ambrasia*, *Promethes*.

June 20, *Ambrasia*, *Promethes*.

June 27, *Ambrasia*, *Promethes*.

June 30, *Ambrasia*, *Promethes*.

July 4, *Ambrasia*, *Promethes*.

July 16, *Ambrasia*, *Promethes*.

July 17, *Ambrasia*, *Promethes*.

July 18, *Ambrasia*, *Promethes*.

July 19, *Ambrasia*, *Promethes*.

July 20, *Ambrasia*, *Promethes*.

July 21, *Ambrasia*, *Promethes*.

July 22, *Ambrasia*, *Promethes*.

July 23, *Ambrasia*, *Promethes*.

July 24, *Ambrasia*, *Promethes*.

July 25, *Ambrasia*, *Promethes*.

July 26, *Ambrasia*, *Promethes*.

July 27, *Ambrasia*, *Promethes*.

July 28, *Ambrasia*, *Promethes*.

July 29, *Ambrasia*, *Promethes*.

July 30, *Ambrasia*, *Promethes*.

July 31, *Ambrasia*, *Promethes*.

August 1, *Ambrasia*, *Promethes*.

August 2, *Ambrasia*, *Promethes*.

August 3, *Ambrasia*, *Promethes*.

August 4, *Ambrasia*, *Promethes*.

August 5, *Ambrasia*, *Promethes*.

August 6, *Ambrasia*, *Promethes*.

August 7, *Ambrasia*, *Promethes*.

August 8, *Ambrasia*, *Promethes*.

August 9, *Ambrasia*, *Promethes*.

August 10, *Ambrasia*, *Promethes*.

August 11, *Ambrasia*, *Promethes*.

August 12, *Ambrasia*, *Promethes*.

August 13, *Ambrasia*, *Promethes*.

August 14, *Ambrasia*, *Promethes*.

August 15, *Ambrasia*, *Promethes*.

August 16, *Ambrasia*, *Promethes*.

August 17, *Ambrasia*, *Promethes*.

August 18, *Ambrasia*, *Promethes*.

August 19, *Ambrasia*, *Promethes*.

August 20, *Ambrasia*, *Promethes*.

August 21, *Ambrasia*, *Promethes*.

August 22, *Ambrasia*, *Promethes*.

August 23, *Ambrasia*, *Promethes*.

August 24, *Ambrasia*, *Promethes*.

August 25, *Ambrasia*, *Promethes*.

August 26, *Ambrasia*, *Promethes*.

August 27, *Ambrasia*, *Promethes*.

August 28, *Ambrasia*, *Promethes*.

August 29, *Ambrasia*, *Promethes*.

August 30, *Ambrasia*, *Promethes*.

August 31, *Ambrasia*, *Promethes*.

September 1, *Ambrasia*, *Promethes*.

September 2, *Ambrasia*, *Promethes*.

September 3, *Ambrasia*, *Promethes*.

September 4, *Ambrasia*, *Promethes*.

September 5, *Ambrasia*, *Promethes*.

September 6, *Ambrasia*, *Promethes*.

September 7, *Ambrasia*, *Promethes*.

September 8, *Ambrasia*, *Promethes*.

September 9, *Ambrasia*, *Promethes*.

September 10, *Ambrasia*, *Promethes*.

## SHIPPING

### ARRIVALS.

July 6.

*Ambrasia*, British str., 1,183, J. S. Roach.

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### DEPARTURES.

July 6.

*Ambrasia*, British str., 1,183, J. S. Roach.

*Ambrasia*, British str., 1,183, J.